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Ho Kung, 14th August, 1903. [a145]

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Hongkong, 11th June, 1904. [10]

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Hongkong, 26th May, 1904. [133]

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Hongkong, 31st October, 1902. [a19]

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Hongkong, 14th June, 1904. [1463]

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Hongkong, 1st May, 1904. [a1153]

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MANAGER.
Hongkong, 10th June 1903. [a1082]

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Proprietor. [a1362]

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THE MANAGER [a224]

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THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

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Only communications relating to the news columns should be addressed to this Editor.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No unauthenticated signed communications that have already appeared in other papers will be inserted.
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BIRTH.
On the 25th June, at the Government Civil Hospital, Mrs. HANSON, the wife of Chief Detective Inspector HANSON, of a son. [1584]
MARRIAGES.
On the 20th June, at H.B.M.'s Consulate, Anping, South Formosa, and afterwards at the house of the bride's father, by the Rev. Wm. Campbell, F.R.G.S. ELIZABETH HAWITSON, eldest daughter of R. J. HASTINGS, Formosa, to HARRY WALTER ARTHUR, eldest son of W. M. B. ARTHUR, Gravend, England, formerly of Hongkong. [1185]
On the 26th June, at the Roman Catholic Cathedral, Hongkong, by the Rev. P. de Gubardi, CAMELIA MARIA DE LORDES, only daughter of A. P. J. SOARES, property broker, Hongkong, to JOSE M. ALVES, of L. M. ALVARES & Co., Hongkong. [1185]
On the 18th June, in the Chapel of the Damozel, Auxiliaries, Shanghai, by the Reverend Father Boranda, S.J., J. N. TAYLORS, of Shanghai, to CECILIA MARIA D'AGUIRO, daughter of Mr. and Mrs. T. D'AGUIRO, of Shanghai.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD U.I.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27TH JUNE, 1904.

The telegrams we publish to-day of the naval engagement at Port Arthur dispose of several erroneous notions which have settled in the public mind. In the first place it proves that the many attempts made by the Japanese fleet to "cork up" the harbour by sinking old merchant vessels at the entrance has failed in its purpose. The heroic efforts of the brave fellows who ventured upon those perilous enterprises deserved better success. It may be that for a time at least the entrance was, as Admiral Togo believed, closed to the passage of the big vessels of the Russian fleet, and though no word of any effort to clear the entrance has appeared in the newspapers, it is possible that some part of the obstruction has been removed during the Fleet's long period of inactivity. Whether the harbour ever actually was blocked has yet to be learnt, but as the Russian fleet of six battleships, five cruisers and fourteen destroyers were able to come out of the harbour, and all but one battleship able to return to the anchorage, though in a damaged condition, the notion that the ships sunk at the entrance make the passage

of big ships impossible must be abandoned. Another revelation is that the ships which were so badly damaged by Admiral Togo's fleet on the occasion of the first attack, had been repaired and made ready for action again. The six battleships referred to in the Japanese Admiral's telegram must be the *Pollara*, *Sevastopol*, *Peresviet*, *Pobieda*, *Retvisan*, and *Czarevitch*. The two latter were the most seriously damaged in the first engagement, and it was only a few days previous to the sortie that the repairs to these two ships were completed.

One of the noteworthy features of these naval fights has been the singularly small amount of damage which has been inflicted on the Japanese fleet. We observe, however, that the *Ostasiatische Lloyd* publishes a statement of the fighting strength of the Japanese fleet which represents that she has suffered during the course of the war a loss of 49 per cent. in battleships; that 63 per cent. of her armoured cruisers are in dock, partly with heavy damage; and her loss in protected cruisers is set down as 19 per cent. This statement obviously accepts as trustworthy the Russian reports of damage to the Japanese fleet. It represents that the battleship *Fuji* is in dock heavily damaged. The only news of this fine ship being damaged appears in the Russian official report of the *Hatsuse* disaster, where it is represented that the *Fuji* also struck a mine, but was not sunk. Our German contemporary's list represents that besides the *Hatsuse* the Japanese Fleet has suffered the loss of the battleships *Yashima* (12,500 tons) and the *Shishikuma* (15,000 tons); while of the protected cruisers, Japan is stated to have lost besides the *Yoshino* two smaller vessels named the *Takachiho* and the *Akashi*. Of the armoured cruisers no fewer than five ships are named as being in dock partly with heavy damage. We very much doubt the accuracy of the list. We believe that if the Japanese had lost three battleships and three cruisers in the course of the war, they would not have attempted to conceal the fact. They gave to the world the news of the *Yoshino*, though it is not improbable that but for the publication of the official report the loss of this vessel by collision in a fog might have been hidden from the knowledge of the world to this day. The Japanese authorities have corrected some of the Russian rumours as they appeared, but if the strength of the Japanese fleet has only diminished by her admitted losses, then it will be so much the worse for her enemy if he essays to meet this alleged remnant of a once powerful fleet, and finds in the fighting line most of the warships which according to his information had been sunk or rendered *hors de combat*.

There were six cases of plague on Saturday's list of notifications, two of them being from the New Territory.

It is notified in the *Gazette* that His Majesty the King has not been advised to exercise his power in respect of the New Territories Land Court (Amendment) Ordinance, 1904.

The *N.C. Daily News* announces on good authority that Mr. F. N. Dressing has been appointed by the Chinese Telegraph authorities to be Chief Superintendent of the Chinese Telegraph Administration, with headquarters in the Shanghai Office, on the Bund.

The firm of Arnold, Karberg & Co. are installing the electric light in the Legation Quarter at Peking. It is stated that the Diplomatic Corps have decided that the affairs of the entire Quarter shall in future be administered by one body in the form of a municipality.

The *N.C. Daily News* states authoritatively that the official enquiry held at Weihaiwei showed that Mr. Soper was accidentally washed overboard from his yacht during the voyage from Dulay; and that there was no reason for any suspicion of foul play in the matter.

Last week the new "Star" built by the Hongkong and Whampoa Dock Co., Ltd., started to run on the ferry service between Hongkong and Kowloon. The new vessel excels the others in her fittings, and she has triple-expansion engines instead of the compound engines of her predecessors. Her name is the *Morning Star*. The *Northern Star* being relieved, has had an overhauling.

The Peking correspondent of the *Shanghai Mercury* writes:—The burglary which recently occurred at Sir Robert Hart's has just come to light by the confession of a coolie who has been employed on the place for the past seven years. Suspicion had always pointed to some one of the servants owing to the adroitness with which the intruder had entered the house. The coolie made a voluntary confession and directed some members of the Customs to a well in which he told them he had thrown such things as were of no value to him. Everything was recovered in fairly good condition except the silver which the coolie had appropriated to his needs and the documents, which were considerably damaged by the water. The coolie was discharged and received no further punishment.

Orders of His Majesty the King in Council, under the provisions of section 84 (3) of the Merchant Shipping Act, 1894, providing for the remeasurement of French and Spanish ships in British ports, which come into force on the 1st of July, are published in the *Government Gazette*. The Order sets out that it has been made to appear to His present Majesty that the tonnage of French ships as measured by the rules concerning the measurement of tonnage of merchant ships of France materially differs from that which would be the tonnage of such ships if measured under the "Merchant Shipping Act, 1894," and His Majesty in Council therefore orders that notwithstanding the Order in Council dated the 5th day of May, 1873, any of the ships of France may for all or any of the purposes of the "Merchant Shipping Act, 1894," be re-measured in accordance with the said Act. And so with Spanish ships.

The *Yellow Dragon* (the monthly magazine of Queen's College) mentions that on May 2nd the number of admissions to the College since it was opened 42 years ago reached the figure of 10,000. The Editor concludes an article on the subject with these remarks:—"Sir William de Vaux, at the last Prize Distribution in the Central School in January, 1888, spoke to the following effect: 'The chief point I consider admirable about this school is its missionary work and purpose. The young men that complete their course of studies here are scattered over the vast empire of China and cannot fail to disseminate those Western ideas they have acquired in this school and that appreciation of British government impressed upon them by their residence in this British Colony.' His Excellency rightly grasped the situation, but I doubt that its full magnitude could have been realised by him. Say 9,000 boys have left this College and one-third are scattered on the mainland; then we have a small army of 3,000 unpaid missionaries spreading Western ideas, and it must not be forgotten that of these missionaries not a few have been martyrs in the cause of civilisation."

THE TYPHOON.

The first news of a typhoon came on Thursday, when the U.S. Consul-General received a despatch from the Manila Observatory notifying the approach of a typhoon to the S.E. of Luzon. On Friday the Hongkong Observatory issued a notice saying that a typhoon approaches the east coast of Luzon, north-east of Manila, moving W.N.W., and on Saturday it was notified that the typhoon had entered the China Sea, the centre being west of Northern Luzon moving towards the W.N.W. The U.S. Consul on Saturday also received a telegram, dated Manila, 25th inst., 10.30 a.m., saying that the typhoon was close to the east coast of Luzon going northwards. Orders to hoist the red cone point downwards and the red drum, indicating that there was a typhoon to the S.E. of the Colony, were given at 10.45 a.m. Sampans and junks scurried away to Causeway Bay for shelter, leaving the harbour in a more-or-less deserted condition. The China and Manila s.s. *Zafiro*, which left Hongkong on Saturday forenoon, anchored outside at Footscow, off Junk Island. She proceeded on her journey, however, at 7 p.m. This is the first time that the new code of typhoon signals has come into use. The China and Manila s.s. *Zafiro* was to have left Manila on Saturday, but the date of her departure was postponed.

Yesterday the cone and drum were hoisted down and a drum was hoisted in their stead. This indicated that the typhoon was then to the East of the Colony. Unless the typhoon has changed its course it is very probable that it will pass clear.

THE METROPOLE THEATRE.

A goodly crowd assembled at the Metropole Theatre on Saturday evening to witness the initial performance of a series of weekly entertainments to be given in the theatre attached to the Hotel.

The proceedings were opened by Arthur James, who has been seen in public here before under a different name, and he showed to advantage in some character songs. Walter Keene followed, singing in a very weak manner that sweet ballad "Sunny Tennessee." As a character impersonator Mr. Tom Morecomb quickly established himself as a favourite with the audience, his songs "The Society Idol" and "Next Door" being especially well received. Miss Gertrude Maude is another artist who met with an ovation, and while her voice is perhaps too highly pitched, she amply compensated for this defect by some extremely clever dancing. She is undoubtedly one of the best dancers seen in this Colony for a long time. Mr. Jim Christie demonstrated to the satisfaction of everybody that he has little to learn in the way of ball-punching, and his offer of £5 to anyone who could keep the ball under control for a period of five minutes met with no response. Not the least interesting item on the varied programme was the ventriloquist entertainment of McCormick and McGinty, and Mr. McCormick is to be heartily commended upon his amusing and skilful manipulation of the marionettes. The victims of McGinty and Mr. Johnson never failed to evoke roars of laughter. As an encore Mr. McCormick concocted a ventriloquist whisky-and-soda so well that it made one feel quite thirsty. Owing to length of the programme the "Percussion" was omitted, and the evening was brought to a conclusion by a life-like representation of the Corbett-Jeffries fight by means of the Biograph.

Save that the stage management was a little crude it is certain that everybody present thoroughly enjoyed the show, an enjoyment that was contributed to in no small degree by the opportunities afforded of promenading and partaking of refreshment in the grounds during the intervals.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENTS.]

THE PRIMATE TO VISIT AMERICA.

LONDON, 24th June.

The Archbishop of Canterbury has arranged to visit the United States in August.

TRAIN DISASTER IN SPAIN.

LONDON, 24th June.

A terrible train disaster has occurred at Calamocha, in Spain, thirty persons being burnt to death.

BIRTHDAY HONOURS.

LONDON, 24th June.

Mr. W. H. Treacher, the British Resident at Selangor, Federated Malay States; Mr. J. N. Jordan, the Minister Resident and Consul-General in Korea; and Mr. R. E. Bredon, C.M.G., Deputy Inspector-General of the Imperial Maritime Customs of China, have received the honour of Knighthood.

[Reuter's telegram mentions beside the above that Mr. Alfred Harmsworth (principal proprietor of the *London Daily Mail* and other journals) has had a baronetcy conferred upon him. Companions of St. Michael and St. George include Mr. E. Spooner, of the Malay Railways; Mr. Edward Hillier, of the Hong ong and Shanghai Bank, for services in China; Mr. Paget, of the British Legation, Bangkok; and Capt. E. C. Trubridge, late Naval Attaché at Tokyo. Imperial Service Companions include Mr. Charles Ford, of Hongkong; and Mr. G. T. Hare, C.M.G., of the Malay States.]

KING AND KAISER AT KIEL.

LONDON, 25th June.

A hearty reception has been given to King Edward and Kaiser Wilhelm at Kiel.

[A Reuter's telegram says the King left England on the 24th inst. to attend the Kiel regatta.]

OBITUARY.

LONDON, 25th June.

Mr. Clement Scott, the well-known author, journalist and dramatic critic, is dead.

THE UNITED STATES AND MOROCCO.

LONDON, 25th June.

Mr. Perdicaris and Mr. Varley have arrived at Tangiers.

[Mr. Perdicaris is an American subject, and Mr. Varley an Englishman. They were captured a month ago by a Moorish bandit named Raisuli, who held them for ransom. A British warship and several American ships were ordered to Tangiers to secure the release of the captives. The Sultan of Morocco appears to have been endeavouring to expedite the release of the captives by bargaining with the brigand. A Reuter's telegram of the 23rd inst. states that President Roosevelt directed the U.S. Consul at Tangiers to demand from the Moorish Government either Mr. Perdicaris, alive, or Raisuli, dead.]

[REUTER'S SERVICE.]

THE UNITED STATES ELECTION.

LONDON, 23rd June.

The Republican Convention has nominated President Roosevelt as their candidate for the next Presidency.

LONDON, 24th June.

The Republican Convention has nominated Mr. Fairbanks for the Vice-Presidency.

BRITISH POLITICS.

LONDON, 24th June.

The Government Whips complain bitterly of the slackness of Unionist members and intimate that failing an improvement the Government must consider its position.

THE SALVATION ARMY.

LONDON, 23rd June.

The King has received General Booth at Buckingham Palace. His Majesty is greatly interested in the work of the Salvation Army especially its work among the poor.

FATAL ACCIDENT AT QUARRY BAY.

A fatal accident occurred at Quarry Bay. Butterfield & Swire's shipyard shortly before 11 a.m. on Saturday morning, resulting in one death and several cases of injury. It appears that some native labourers were engaged in hoisting broken stone of various sizes by means of a derrick-crane. As the bucket was being raised loaded with this material the racing wheel of the crane broke, and the consequent strain thrown upon the crank-pins of the bucket caused them to snap. The bucket capsized, and the contents fell upon some men at work below. One man was killed instantly, and two more seriously injured. The body of the man killed was removed to the mortuary conveyed to the shipyard, the injured being conveyed to the Alice Memorial Hospital. The man in charge of the crane, in trying to stop the racing wheel, was unfortunate enough to get one of his hands caught in the machinery. Several fingers will probably have to be amputated.

THE WAR.

NEWCHWANG.

LONDON, 24th June.

Newchwang is being further fortified by the Russians.

ANOTHER ATTACK ON PORT ARTHUR.

MORE DAMAGE TO RUSSIAN SHIPS.

KORE, 25th June.

The Russian squadron venturing out of the harbour of Port Arthur on the 23rd inst. were attacked by the Japanese Fleet.

A Russian battleship is believed to have been sunk, and other Russian vessels damaged.

Several Japanese destroyers were damaged slightly.

[JAPANESE OFFICIAL DESPATCH.]

Tokyo, 25th June, 2.30 p.m.

Admiral Togo reports that on receipt of a report from a picketship by wireless telegraphy off Port Arthur that at 11 a.m. on the 23rd instant the enemy's fleet emerged from the port, he advanced with the whole fleet except the vessels on special mission.

The enemy consisted of six battleships, five cruisers, and fourteen destroyers, which seemed to make an attempt to move southward, but at nightfall stayed outside the port.

That night the majority of our destroyers and torpedo-boats attacked the enemy's fleet outside the port.

At least one battleship of the *Peresviet* type appeared to have been sunk and one battleship of the *Sevastopol* type and one cruiser of the *Diana* type were seen being towed into the port the next morning apparently seriously damaged.

On our side the warship of the destroyer *Shirakumo* was damaged, three men being killed, and one surgeon and two men wounded. The torpedo-boat *Chidori* received one shot abaft her engine-room, but had no casualties. The torpedo-boats 64 and 66 were slightly damaged. No other damage was sustained.

[FROM OUR OWN CORRESPONDENT.]

OPERATIONS ON LAND.

Tokyo, 25th June, 6.50 p.m.

Our Takushan army reports that a detachment at dawn on the 23rd instant surprised and routed one squadron of Russian cavalry 10 miles north-west of Santaokou on the Tashikiao road. It also occupied the heights north of Santaokou, expelling the enemy.

The enemy left 60 dead.

[REUTER'S SERVICE.]

"THE MOST IMPORTANT FACTOR."

LONDON, 23rd June.

Reuter's correspondent at the Russian headquarters at Liouyang says that the situation in the North is now the most important factor. Two Japanese armies threaten momentarily to effect a junction, assisted by a force on the North shore of the Gulf of Liaotang.

THE REPORTED CAPTURE OF LIAOYANG.

LONDON, 23rd June.

The capture of Liouyang is denied in St. Petersburg.

GENERAL KUROPATKIN'S INTENTIONS.

LONDON, 24th June.

The St. Petersburg War Office has received a telegram from General Kuropatkin indicating that he does not intend to seriously contest the Japanese advance to Kaiping, owing to the exposure of his flank to General Kuroki. He prefers to concentrate at Huicheng.

This decision appears to involve the evacuation of Newchwang and Yingkow.

[FROM THE "N.C. DAILY NEWS"]

THE FATE OF THE "IDZUMI-MARU."

Tokyo, 19th June.

It is now learnt that the *Idzumi Maru* was sunk by the Russians on the 15th inst. before the *Mitsubishi Maru*.

A hundred and eight men were made prisoners. Twenty-two, including a corporal and a private, were released near Maizuru on the north-west coast of Nippon and transferred to the sailing-vessel *Uho Maru*, in which they arrived at Maizuru yesterday.

The *Sido Maru* was towed to near Meiji yesterday.

DRIFTING MINES.

Mr. J. Goodnow, U.S. Consul-General at Shanghai, gave out for publication the following telegram, received by him from the U.S. Consul-General at Chefoo:—

"Mr. Washburn (correspondent of the *Chicago Daily News*) reports that the *Fleeco* passed at six o'clock this morning in 38 degrees 26 min. N. Lat., 121 degrees 10 min. E. Long., a large mine, apparently new, painted red, nickel-spiked top, directly in the course of vessels bound for Newchwang."

DEATH OF MONSIGNOR GUIDI.

Telegraphic information was received yesterday by His Lordship Bishop Piazzoli of the death of His Lordship Monsignor Guidi, the Papal delegate for the Philippines. Monsignor Guidi was in Hongkong recently on a holiday for the benefit of his health, and only returned to Manila two or three weeks ago, apparently much benefited by the change. The news of his sudden demise came as a surprise to the Roman Catholic clergy in Hongkong and Manila. The deceased prelate was only 51 years old, and his untimely death is deeply regretted by all who had the pleasure of his acquaintance.

THE MACAO HOTEL.

INSTALLATION OF THE ELECTRIC LIGHT.

On Friday evening, Mr. W. Farmer, the proprietor of the Macao Hotel, entertained a large company of friends to dinner on the occasion of the installation of the electric light in the hotel. This is the first time that electric light has been introduced into Macao, and its introduction says much for the enterprise of Mr. Farmer and his business capacity. We learn that the contract for the electric lighting of Macao has been signed, the contractor being a Frenchman. When the scheme of lighting is completed, Macao will be even more tempting than it is at present for the jaded Hongkong worker, but while the electric light is being installed visitors will find all the comforts that electricity brings in the popular resort of which Mr. Farmer is the head. On Friday evening there were about eighty guests to do honour to the event. Among the invited guests were Mr. E. S. Wheeler, of Messrs. Dodwell & Co., in the chair, and among those present were Mr. Farmer, the Governor's A.D.C., C. A. Magalhães (H.E. the Governor Senior Montenegro was unfortunately unable to be present owing to sickness in his family), Major Commander and Lady Guedes, Dr. and Mrs. Gonçalves Pereira, Captain and Mrs. Dumas, R.A.; the officers of the gunboat *Dia*, the officers of the cruiser *Admiral*; Captain D. Garcia, R. I.; Captain J. M. Santos, R. I.; Captain R. M. Rosa, R. I.; Dr. Fortes, Lieut. and Mrs. Labato, R. I.; Mr. and Mrs. O. d'Oliveira, Mr. R. d'Almeida; Mr. Orssen, Commissioner of Customs; Mr. Ho Yung, Mr. A. Rodger, Mr. T. Skinner, Mr. E. A. Hankey; Mr. Allen, Vice-Consul for Britain; Mr. R. B. Moorhead, Assistant Commissioner of Customs; Mr. J. Deveria, I.M.C.; Mr. E. Girault, Lieut. Godriche, A.D.C.; Lieut. L. Marques, R. I.; Mrs. Moore; Captain McKenzie, of the s.s. *Kiang Yang*; Mr. and Mrs. S. Noronha, Mrs. L. Lopes, Mrs. C. Cabral, Dr. Barbosa de Lemos; Mr. J. Boardman, and Mr. J. B. Paterson of the s.s. *Huangshan*; Mr. Grainger, Mr. Coulton, Mr. G. Hayes, of the Green Island Cement Co.; Mr. A. Roberts, Mrs. J. J. Watson, Mr. Ip Loy San, Mr. J. de Souza, P. Gutierrez, and Mr. J. Santos.

The menu was as follows:—

Caviare on Toast. Stuffed Olives.
SOUP.
Turk.
FISH.
Boiled Garoupa, Parsley Sauce.
ENTREES.
Grilled Pigeon, Mushroom Sauce.
Butter Chicken. Stewed Prawns, white sauce.
Pate de Foie Gras in Jelly.
Ice-d Asparagus, Mayonnaise Sauce.
ROAST.
Roast Turkey and Sausages.
Roast Saddle of Mutton. York Ham.
CURRY.
Chicken a la Indienne.
VEGETABLES.
Boiled Potatoes. Green Peas.
Baked Tomatoes. Parsnips.
SWEETS.
Plum Pudding. Pineapple Ice Cream.
Champagne, Mout, and Chandon.

The military band played the following programme of music during dinner:—
March "Inauguration of Electric Light" Hamu.
Overture "Elisa e Claudio" Mercadante.
Valse "Fairy Visions" Audran.
Selection "La Mascotte" Audran.
Valse "Messenger of Love" Audran.
Gavotte "First Primrose" Eilenberg.
Selection "The Pirates of Penzance" A. Sullivan.
Polka "Eric a Brac" Audran.

Thieves in Austria are looking blue. An Austrian chemist has invented a powder which dyes the skin a bright azure, and resists the action of soap. The more the victim washes, the bluer he gets. A certain manufacturer sprinkled his cash with this powder, and went home. Next morning eight crows were missing. The manufacturer called all his employees together, and requested them to wash their hands. The fingers of the thief turned blue, and the manufacturer proceeded to wash his hands of him. Many Austrian thieves are giving up the use of soap altogether.

HONGKONG JOTTINGS.

I have heard recently of quite a small epidemic of robberies from houses in the Colony, and what is chiefly remarkable about them all is the paltriness of the booty. A demand seems to exist for watches—gold, silver and even gun metal watches and thieves have, it would seem, deliberately ignored articles of far greater value in the rooms they have entered. Though several of these so-called burglaries have been reported to the Police I have heard of no arrests having been made. According to the common tale these thieves invariably get up the water-pipe on to the verandahs, and, as people do not sleep with their bedroom doors fastened these hot nights, access to the house is easy. There is just a suspicion in some of the cases that the house-boys or house-cooks may know more about these larcenies than they profess, for the circumstances usually seem to point to intimate knowledge of the victim's habits.

While there is no system of registration for servants in force in Hongkong the "servant problem" is always likely to be a troublesome one. The system of procuring servants which generally obtains in the Colony is one which does not give the employer that confidence in the honesty of the servant that should exist. There are undoubtedly plenty of servants to be had here, but the No. 1 will tell you he knows of only one, and the probability is that the one he knows is the one from whom he can get the biggest squeeze. If the Government will not grant the prayer of the ladies of the Colony for a system of registration, would it not be worth the while of some European—man or woman—to start a Servants' Registry Office, say in partnership with a Chinese who would act as an inquiry agent? It is an enterprise that ought to succeed.

Bearing upon this servant question I came across this passage the other day in a book written by a globe-trotting young lady:—"I did not perceive any yearnings among these 'ladies' [European ladies] to enlighten the 'beastions' of China. . . . There seemed to me to be very little love lost between the 'Europeans' and the natives." Quite true: there is not a great amount of love lost between them. And the main reason is that favours evoke no gratitude. Let me cite a case in point. A European lady catches a "boy" young, trains him in household duties, and teaches him English. When he feels his feet, so to speak, he deserts without notice in order to secure higher wages elsewhere. Of course, if his whereabouts can be ascertained he can be prosecuted for leaving his employ without notice, but few Europeans are found to put themselves to the trouble and inconvenience of prosecuting. The instance I have quoted represents an experience which is fairly common. It supplies an answer to the globetrotter I have quoted, and at the same time I may point out that a boy who leaves his employ without notice would stand no chance of getting employment through an efficient registry office. Thus it is seen that such an office while it would be a great convenience to European householders, would be likely to exercise a distinctly beneficial influence over the general body of Chinese domestics.

Unlicensed hawkers have a little trick of taking their youngsters out with them when going their rounds, and should a policeman appear the hawker vanishes, leaving the child with the goods. The magistrates for some time took pity on the juvenile hawkers and only fined them 50 cents or so, but they now see through the dodge and impose fines of \$5 or \$14 days imprisonment on quite young children. If the parents pay the fines—and it is really astonishing how soon impetuous Chinese find money to pay fines—well, the bigger the fine the better. But now that the police are up to the dodge, it ought not to be difficult for detectives to secure the presence of the parent—the real offender—in the dock. It is distinctly hard on the child that it should have to serve the term of imprisonment.

In a case at the Magistrate's last week, in which the secretary of the Hongkong and Kowloon Wharf and Godown Co. was charged as representing the Company with failing to have certain houses at Praya East whitewashed, Mr. Looker objected to a Sanitary Board Inspector putting questions, which, he said, should be put through the magistrate; otherwise it would be putting Sanitary Inspectors appearing, not for themselves, but for the Sanitary Board, on a par with counsel and solicitors. It would, he added, not be allowed in the Supreme Court. That is true; nor would the chief of a police department be allowed to cross-examine in that Court. Had the magistrate allowed Mr. Looker's objection it would have formed the precedent for other changes of a like character in the practice of the Court. On the whole I think Mr. Kemp wisely overruled the objection, but the Sanitary Board might well consider whether they should not instruct their clerk to appear for them as similar Boards do at home. Had the members of the Board been present in the Police Court while this particular case was in progress I am sure they would be convinced of the necessity for the change. I believe no parallel can be found in England for the practice of the Sanitary Board here in authorising some half a dozen inspectors to institute and conduct prosecutions.

An eyesore in Queen's Road Central is the matting sunshades protruding from above the windows of the school adjoining the Provost Prison. If the establishment cannot afford something more respectable the authorities would confer a favour on the City by doing without sunshades altogether. While on this subject, I might also mention the matshed sentry-box, just inside the gate of the barracks compound. It looks rather a mean-looking affair.

I am afraid natural history is not studied very profoundly in Hongkong, and therefore it is useless for me to set questions on the ways of the white ant. But isn't it strange that this destructive little insect should swarm into your gas globes in the summer, while in the winter they shun the light and burrow their way into your best furniture? I am told that a swarm of white ants bodes a rain-storm. I should be glad to be assured on the point. We need rain badly, and I should like to know how long a time usually elapses between a swarm of white ants and a fall of rain!

The Indian policeman is a fine-looking fellow, but who is his tailor? It is fortunate for him that the Chinese street *gamia* is not so caustic in his wit as the London boy of that ilk. I observed a couple of Sikh policemen yesterday walking together along the Queen's Road. One had on "high-water pants," while the trousers of the other were fashioned like the bellows of a concertina. The sight was too funny for words.

BANYAN.

SUPREME COURT.

Saturday, 25th June.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUNISHING JUDGE).

OVER DOORS.

The Robinson Piano Company sued the proprietor of the Café Weissmann for the cost of four oven doors and certain firebars valued at \$100.

Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, solicitors, said in his opening statement that the Hongkong and China Bakery Company sold a plot of ground at Wanchai, on which their bakery stood, to the Robinson Piano Company, and before it was taken over the Bakery Company leased it for a month to the defendant. Inside of the premises was a good deal of machinery and apparatus for the making of bread. Some of this was purchased by defendant, who, however, distinctly refused to buy the ovens fixed in the walls of the godown at 140, Wanchai Road. Inside of these were a number of firebars forming part of the fixtures of the building. Subsequently four oven doors and a large number of the firebars were taken away by Mr. Weissmann, through his servants, and when called upon to return them, or pay the plaintiffs \$100, he practically refused to do so. He was written to about it, and replied that it was rather insolent suggesting he had taken things which did not belong to him.

Mr. Duncan Clark, of Messrs. Lane, Crawford & Co., liquidators of the Hongkong and China Bakery Co., and Mr. S. D. Hickie, assistant at the Robinson Piano Co., gave evidence in support of plaintiff's claim. Mr. F. X. d'Almeida Castro, solicitor, proceeded to argue defendant's case, pointing out that Mr. Weissmann had removed the doors and firebars. Even if he had done so the premises were not the property of the plaintiff at the time the articles were alleged to have been removed.

The *Zulano* Judge said he was satisfied the things were removed by the act of the servants of defendant, and that they had no right to take them away. He adjourned the case in order that certain documents might be produced.

POLICE COURT.

Saturday, 25th June.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

RETURNING FROM BANISHMENT.

A Chinaman, charged with returning from banishment, was sentenced to one year's imprisonment and six hours' stocks.

OPPIUM.

A wealthy Chinaman, charged with unlawful possession of opium, was brought up to the Police Station in a chair, and carried into Court by two constables. He said he was sick.

The Opium Farmer said he did not wish to press the charge. The Magistrate imposed a nominal fine of \$2.

CUTTING AND WOUNDING.

A carpenter was charged with having, with a nasty, assaulted another carpenter, inflicting a nasty wound on the head. The man was sentenced to three weeks' hard labour.

CONSERVANCY CASE.

A conservancy contractor was called upon to answer six summonses for neglecting residences at the Peak. Inspector Reidle prosecuted on behalf of the Board, and Mr. P. W. Goldring, solicitor, of Mr. John Hastings's office, appeared for the contractor.

The case was remanded.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 26th at 11.30 a.m. The barometer has risen in Mid China and in the neighbourhood of the Loochees and has fallen in S. China and Formosa.

The typhoon is recurring and the centre is now near the entrance of the Bashee Channel moving probably northward.

There is very bad weather in the Formosa Channel.

Forecast:—Fresh W. winds, fine.

The Patentees—Macniven & Cameron, Limited deserve A NATIONAL MEMORIAL for their excellent inventions:—Dover Chronicle. The Waverley Pen. The Pencil Pen. The Oval Pen. The Hong Kong Pen. Sold at all Stationers. Waverley Works Edinburgh. 1402-2

HONGKONG VOLUNTEER CORPS.

REPORT ON THE TRAINING SEASON 1903-1904.

Major-General Sir Villiers Hutton, the Officer Commanding the Troops, in forwarding Major Pritchard's report on the training of the Corps, says he was much pleased with the firing he saw carried out; also to know that some of the corps took part in the recent mobilisation of section II of the defence. He has information that the engine and light required will be here soon.

STRENGTH OF THE CORPS.

Major Pritchard in his report says:—On the April 1st, 1903, the total strength of the corps was 274, but of this number, 24 (17 artillery, 4 engineer company, and 3 band) were written off during April as resigned, absent, and not likely to return to the colony, or for other reasons, thus leaving the total number to commence the year at 250.

The total strength of the corps on 31st March, 1904, is 230 (including Chinese orderly room clerk); of this total, 10 (8 artillery and 2 engineers) will shortly be written off, leaving the actual total to commence the season 1904-1905 at 220, the falling-off of 30 in addition to those written off in April each year is as follows:—

Artillery companies 28, engineer company 2; leaving totals as follows:—Staff 8, artillery companies 188, engineers 21, band 3.

I attribute the falling-off in the artillery units to the same cause as last year, namely, the heavy Garrison artillery work and distance to go to drill at the forts, which has now been overcome, and in the engineers to the long distance to go to the work and the fact that the shed promised at Kowloon has not yet been fitted up.

The question of headquarters also affects the numbers.

During the past season 1 member has died, 66 have resigned (28 in Colony and 38 on leaving the Colony), 15 have been struck off as absent without leave and for other causes. Thirty-eight new members have been enrolled.

EQUIPMENT.

There has been no alteration in the equipment of the corps since last season; but the C. R. A. has kindly placed two additional 15-Pr. B. L. guns (making four altogether) at the temporary disposal of the corps.

One of these is kept at the Taikeo Sugar Works to enable the men there to drill with them without coming to the headquarters, and the remaining three are kept in the verandah outside the headquarters.

Accommodation under cover for these guns is badly wanted; at present a watchman has to be kept to look after the guns at night and they add greatly to the inconvenience so often reported on at the present headquarters.

It has been decided that the corps is to be armed with the new service rifle; the correspondence on this subject stated that they might be expected to be issued about November, 1904.

DISCIPLINE, TRAINING, ETC.

The discipline of the corps has been exceedingly good throughout the season.

Drill with the heavy guns as to Stonecutters' Island was carried out during the early part of the season, and drill with the 15-Pr. B. L. guns and maxims at headquarters all through the year.

Maxim practice was carried out frequently in camp, on January 9th, January 23rd (competition for Sir W. J. Gaseigne's shield) and February 16th.

15-Pr. B. L. gun practice was carried out on January 9th and on February 16th, 1904, with very good results.

His Excellency the General Officer Commanding was present on February 16th, 1904. On each occasion of gun practice the men were changed round continually so as to test their efficiency to the utmost and the barrel targets were sunk in each case by the ranging rounds before firing so that the greater part of the practice had to be carried out at small pieces of wreckage and the reports clearly show that the accuracy of shooting was excellent.

During the coming season it is proposed to fire some of the series at longer ranges.

Under the head of drills the figures are as follows:—

	No. 1 No. 2 Eng.	Staff.	Co.	Co.	Co.	Band.
Efficients with more than 30 drills.....	7	46	50	12
Efficients with less than 30 drills.....	44	22	4	3
Non-efficients.....	17	17	7
Total.....	7	107	89	23	3	...

Of the 11 non-efficients, 16 have been called upon to make good the loss to the corps funds, i.e. \$25 each, 7 have been excused owing to the nature of their employment, 12 are absent (with leave) from the colony, and 6 recruits have been unable to complete the necessary number of drills.

The number of non-efficients shows a distinct decrease on the number last year, and I am of opinion that, although the numbers have again fallen, the efficiency in proportion to the total is greater than in former years. I hope now that the heavy gun drills have been stopped that the decrease in numbers will be checked and every endeavour is being made to get more recruits to join.

Musketry was carried out during the camp of instruction, and as many members as possible were put through the course. The members of the Engineer company fired the full course laid down in the musketry regulations, 1903; the members of the artillery companies fired at 200 yards, 300 yards and 500 yards; the average was good, but according to regulations, the latter are not classified.

The officers of the corps have practised with revolvers on different occasions, with good results.

CAMP OF INSTRUCTION.

The annual camp was held under canvas at Stonecutters' Island from October 23rd to November 2nd, 1903. The attendance was better than in the previous year, in spite of the fact that a typhoon kept men away for nearly 2 full days out of the 10. Stonecutters' West Battery was manned at night by the artillery unit, and the engineer company manned the search lights. The usual company, carbine and rifle drills, were carried out, and the artillery units devoted the greater part of the time to 15-Pr. B. L. and Maxim gun drill, in which a keen interest was taken. Practices were carried out with the Maxim guns on the range with good results, also class-firing by a number of men, but time did not permit of the whole corps completing the course. The engineer company in addition to musketry and infantry drills, carried out daily drills with the engines and search lights under the supervision of Royal Engineer instructors. Two accidents occurred during the period in camp which were attended to by Lieutenant Swan, the Medical Officer, and in both cases valuable first aid was given by the members of the ambulance class in camp. Next year it is proposed to arrange for one of the medical officers to remain in camp during the period.

The Officer Commanding Royal Artillery inspected the artillery units on October 31st. Drill was carried out with the 15-Pr. B. L. and Maxim guns, and the C. R. A. expressed himself pleased with the result.

The O.C.S.M. R.E., carried out an examination of the members of the engineer company on October 31st, and stated that their knowledge and progress was good.

The Officer Commanding the Troops inspected the corps on parade on Sunday, November 1st, and also made an inspection of the camp. He remarked on the steadiness of the men on parade and stated that he considered the camp was better laid out and more soldierly than in previous years.

MISCELLANEOUS.

The annual inspection of the corps by His Excellency the General Officer Commanding was held on March 26th, 1904.

The absentees from the inspection are as under:—23 absent with leave out of the Colony, 16 absent with leave on special duties in this Colony, 10 absent on medical certificates, 11 absent without leave.

The competition for the musketry shield presented by Sir H. A. Blake, G.C.M.G., took place on May 2nd, 1903, at Tai Hang rifle range, and was again won by the left No. 1 company, H.K.V.A.

The competition for the shield presented by Sir W. J. Gaseigne, K.C.M.G., for Maxim gun practice, took place on January 23rd, 1904, and was won by the right half No. 2 company, H.K.V.A.

The corps took part in the King's Birthday parade in conjunction with the remainder of the garrison at the Happy Valley on November 1st, 1903.

An ambulance class was conducted by Captain F. O. Stedman, M.D. Nine members of the corps presented themselves for examination, of whom 8 qualified.

Confidential correspondence was carried on during the year with the Colonial Defence Committee on the subject of the organisation of the corps, and it was finally decided that the artillery portion of the corps should in future carry out movable armament and Maxim gun duties and not drill with the fixed armament in the forts.

This decision was communicated to the members of the corps on parade on February 16th, 1904. I hope that this decision may check the further decrease in the numbers.

In my report last year I mentioned that it had been sanctioned that a shed should be put up at Kowloon to contain an engine and search-light installation for special instruction of the volunteers.

On February 3rd, 1904, I received information that this building had been completed, but that the engine and light were required to complete the defences. I hope that these may soon be replaced; the engineer company has decreased in strength to 21 at the present time, and it would be advisable to endeavour to popularise this useful portion of the corps by enabling them to do their technical drills without proceeding in every case to the forts.

The question of suitable headquarters for the corps still remains unsettled.

A Kitson light installation (2 lamps) was approved and fitted up on the parade ground in December, 1903. This has proved a great convenience and enabled the gun drill, laying, etc., with 15-Pr. B. L. and Maxim guns to be carried out under better conditions than formerly.

SERVICES.

Major A. Chapman took over the duties of Act. r Commandant during my absence on leave from June 3rd to August 19th, 1903, and has always afforded me valuable assistance in all matters concerning the welfare of the corps. The others officers of the corps have also, in almost every case, rendered excellent service and set a good example to the non-commissioned officers and men by their attendance at drills and their endeavours to promote the efficiency of the corps.

Sergeant-Major W. Higby, R.G.A., joined the staff at the commencement of the annual camp and from the date of taking over his duties has proved himself a zealous, hardworking non-commissioned officer, and has made himself popular with all ranks in the corps. First class Armourer Sergeant J. T. Hawke has fulfilled his duties in a very satisfactory manner. The duties of orderly room clerk have been performed by Young Shi-Chai, who has now been put on the permanent staff of the corps; he has done his work well, and during the period between September 27th and October 16th, whilst he was without the services of a Sergeant-Major, he greatly assisted in the heavy clerical work entailed by the arrangements for the camp.

KODAKS! KODAKS!! KODAKS!!!

AND

PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment solely devoted to

DEVELOPING AND PRINTING

for Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

AN INDIAN WEDDING.

INTERESTING MAHOMEDAN CEREMONY AT HONGKONG.

Probably a Mahomedan wedding has never been described in a Hongkong newspaper before. On Saturday evening Mr. Shick Churruem Hallcom, of the Hongkong Post Office, was married to Miss Amina Razack. The bridegroom's house in Upper Lascar Row was besieged by a curious crowd of Chinese—men, women and children, particularly children—who, figuratively speaking, were packed in the street like so many sardines. Upstairs the visitors were received by one of the two best men, Messrs. A. R. Patch Deen and A. K. Dul Basia, who, together with others, were actively engaged in dispensing light refreshments.

The first ceremony, that of dressing the bridegroom, was performed by Mr. Hagee Ismail. The young man was helped into a gorgeous red satin jacket lined with blue satin. A red silk sash was put around his waist, a gold turban with streamers in front was placed on his head, and a sheathed dagger in his belt. Bouquets of flowers sprinkled with otto of roses were then distributed, and Mr. A. H. Ahmet afterwards, on behalf of the guests, presented a diamond scarf pin to Mr. Hallcom. Mr. Omar Kitchell acknowledged the compliment on behalf of the bridegroom.

The most interesting part of the ceremony was the procession from the house of the bridegroom to that of the bride. A lantern procession walked in front, and the two best men and bridegroom followed mounted on horses. These shied at the sudden appearance of lighted torches; the crowd, too, found the smoke and sparks from the torches very unpleasant, and from one cause or the other the crowd was constantly surging backwards and forwards until something like a panic seemed to have been created. It was a very great relief to everyone when the animals caused their crab-like movements and walked forward like civilised beasts. The procession wended its way along Upper Lascar Row, East Street and Lower Lascar Row, returning to Upper Lascar Row, for the bride's house was really only a few doors from the bridegroom's, by way of West Street. The ground floor of the bride's house was decorated with a profusion of bunting, Japanese lanterns, baskets of flowers and strings of sweet-smelling jasmine. The bridegroom, the two best men, the priest, and the bride's grandfather, acting as attorney for the bride, squatted down in the centre of the room, being faced by jars of flowers and sweetmeats, which were afterwards distributed. The room was fearfully hot, and the visitors all with hats on, and many with foot-gear off, almost tired themselves by industrious use of the fan. The priest proceeded with the ceremony in low chanting tones, taking his words, no doubt, from the Koran.

The bridegroom and others next went upstairs, demanding an entrance into the bride's chamber. In spite of repeated hammering at the door the bridegroom was kept outside for a considerable length of time, only being admitted on "paying." The bride was sitting on the bed with a red cloth completely covering her, and that is all the visitors saw of her. After refreshments the company dispersed. The newly-wedded young lady followed her spouse home in a chair.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The I.G.M. steamer *Bayera*, which left here on 25th May at 4 p.m., arrived at Genoa on Friday, the 24th inst., at 3 p.m.

The I.G.M. steamer *Boon*, which left here on the 22nd inst., at 2 p.m., arrived at Shanghai on the 25th inst., at 8 a.m.

The steamer *Sikh*, from New York, arrived at Manila on the 21st inst., and from there goes direct to Shanghai.

WEATHER AT SEA.

The *Taiyuan*, from Manila, reports a fine passage. She experienced N.W.W. wind.

The *Laiyao*, from Saigon, reports light variable wind, smooth sea and clear throughout.

The *Kwangshah*, from Shanghai, experienced light winds and foggy weather to Steep Island, thence to Turnabout light variable winds with rain. Next she encountered N.W. winds, and the barometer dropped somewhat. Off Breaker Point the reading 29.55, was lowest, the wind then veering to the N.W., force "3." Thence to port light W.N.W. wind and fine.

The *Tamag*, from Manila, experienced light N.W. winds and fine.

The *Tyr*, from Hongay, reports "fine."

THE "HAINAN."

The Douglas S.S. *Hainan*, the vessel chartered by *The Times*, returned to Hongkong on Saturday. The vessel looks very trim, and in a perfectly clean condition.

Though *The Times* has probably finished with the vessel, her charter with Messrs. Dodwell and Co. does not expire for another six weeks. It is, therefore, very hard to guess at the vessel's immediate movements. The wireless telegraph apparatus has been hauled down, and taken ashore. The wireless telegraph station at Weihaiwei will also be dismantled and the instruments sent to Hongkong. The *Hainan* left Japan on the 19th inst. Her return is due to the fact that both belligerents objected to her presence in the war zone.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

DR. TELL WILSON. DR. WILLIAM DANIEL

DENTISTS

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong 18th, February 1904 9410

NOTICES OF FIRMS

NOTICE.

WE have authorised Mr. J. OPPENHEIM to Sign Our Company per promotion of the YUE LOONG & CO. HOLLAND-CHINA TRADING CO. Hongkong, 13th June, 1904 1489

NOTICE.

COKE AND TAR.

THE HONGKONG & CHINA GAS CO. has to notify the public that Messrs. KUNG HING & CO., 474, Des Voeux Road West, are the SOLE AGENTS for the sale of the Company's Coke and Tar, and that all orders should be sent to the said Agents direct. GEORGE CURRY, Local Secretary Hongkong, 8th June, 1904. 144

NOTICE OF PURCHASE OF BUSINESS.

WE, the Undersigned, beg to notify that the business of the YUE LOONG, Confectioners, at No. 7, Sai On Lane, Shek Tong Tai, together with its branch establishment the YUE LOONG CHAN, at Yau Wo Street, Canton, have been sold by its Former Proprietors to the Undersigned, including the goodwill, trade mark, credits, deposits, furniture, and stock-in-trade of the Firm. All expenses, all credits for goods sold, all cash receipts and payments after 16th February, 1904, are due to or payable by the new proprietors. The Transfer of the Business was completed on the 10th June, and the undersigned are allowed to continue to use the name YUE LOONG as the name of the Firm and the Peacock Mark as their Trade Mark. The interest and responsibility of the Former Proprietors ceased on the above date, and this announcement is made to prevent future disputes.

HUNG TAK TONG.

LI LAI MING.

Hongkong, 16th June, 1904 1509

NOTICE.

WE, the Undersigned, beg to notify that Mr. WAT CHUNG SHING, lately employed as Salesman in the YUE LOONG, Confectioners, of No. 7, Sai On Lane, West Point, has no connection with the undersigned who have taken over the business of the Firm. Hereafter contracts for goods ordered will be entered by the Firm, in proof of their acceptance of liability.

HUNG TAK TONG.

LI LAI MING.

New Proprietors of the Yue Loong Hongkong, 16th June, 1904. 1510

MAIL TABLES

FOR

1904.

Mounted on Card ... 30 cents
Paper ... 20 cents</

INTIMATIONS

THE
ROBINSON
PIANO Co. LD.UPRIGHT IRON
GRANDS

MANUFACTURED BY US

ARE TO BE

ABSOLUTELY DEPENDENT ON

THERE IS NO PIANO SO WELL

ADAPTED TO STAND THE

HONGKONG CLIMATE.

THE MATERIAL IS OF THE BEST

AND THOROUGHLY

SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY.

PRICES \$400: Upwards.

BABY
GRANDS

ONLY 5 FEET LONG..

Hongkong, 8th June, 1904. [1409]

THE
JOB PRINTING
DEPARTMENT

OF THE

"HONGKONG DAILY PRESS"

IS REPLETE WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF

ILLUSTRATED

CATALOGUES,

CIRCULARS,

VISITING CARDS,

AND

COMMERCIAL

PRINTING

TURNED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH,
UNDER THE DIRECT SUPERVISION
OF EXPERIENCED EUROPEANS.

BOOK BINDING.

MACHINE RULING.

GOLD LETTERING,

AND

MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES

AT THE SHORTEST NOTICE.

LAW WORK,

LEDGERS AND ACCOUNT

BOOKS

A SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTA-
BLISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 1904.

MAP OF THE SIKIANG or WEST

RIVER

From Hongkong to Wuchowfu,

Showing the Ports and Calling Places

Opened to Foreign Trade, 1897.

Published at Daily Press Office.

Price 25 Cents, Cash.

Hongkong, 1st April, 1897

INTIMATIONS

THE EASTERN EXTENSION AUSTRA-
LASIA AND CHINA TELEGRAPH
COMPANY, LIMITED.REFERRING to the notice of 24th March
last, the senders of telegrams are hereby
advised that from the 1st July next, the charges
for telegrams will continue to be collected at
the rate of FORTY-FIVE CENTS to equal
One Franc, such rate being subject to revision
after three months.

J. M. BECK,

Superintendent.

Hongkong, 22nd June, 1904. [1543]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General
Managers of A. S. Watson & Co.,
Limited, hereby invite applications from the
Shareholders of the Company for the issue of
30,000 new shares of \$10 each at a Premium of
10 per cent, or \$11 a share.Each Registered Shareholder on the 28th day
of September, 1904, applying for the New Issue
will be entitled to one share for every two shares
registered in his name. Shares not applied for
by those entitled to apply will be dealt with by
the General Managers in accordance with
Article 40 of the Company's Articles of
Association.Applications for Shares in the New Issue will
be received by the Hongkong and Shanghai
Banking Corporation in Hongkong from the
28th September, 1904, to the 30th September,
1904, both days inclusive, and the whole amount
of \$11 per share will be payable on application.
The TRANSFER BOOKS of the Company will be
CLOSED from the 28th September, 1904, to the
30th October, 1904, both days inclusive.The present paid-up Capital of the Company is
\$800,000, divided into 80,000 shares of \$10
each, and the New Issue is required to increase
the Capital of the Company to \$900,000 divided
into 90,000 shares of \$10 each.The whole of the premium received from the
New Issue will be placed to the Credit of the
Permanent Reserve Fund.The New Issue will rank for Dividend for the
three months ending 31st December, 1904, pay-
able in May, 1905.Forms of application for the New Issue can
be obtained at the Company's Offices in Alex-
andra Buildings or at the Hongkong and
Shanghai Banking Corporation in Hongkong,
Shanghai, and London.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 22nd June, 1904. [1546]

THE CHINA & MANILA STEAMSHIP

COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 380 SHARES

standing in the Register of this Company

in the name of ANTONIO OSORIO having

been LOST, viz:—

Scrip No. 73-23126/23225-100 Shares

" 74-23226/23325-100 "

" 75-23326/23425-100 "

" 76-23426/23505-80 "

380 Shares.

NOTICE IS HEREBY GIVEN that

Duplicate Certificates for the said 380 Shares

will be issued one month hence, and that the

Original Certificates unless produced within

that period will thereafter be held by the

Company as null and void.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 10th June, 1904. [1468]

THE INDO-CHINA STEAM NAVA-

TION COMPANY, LIMITED.

APPLICATION has been made to the

General Managers of this Company to

issue to the Russo-Chinese Bank of Hongkong

duplicate certificates for Two Hundred Shares

in the above Company or other certificates in

lieu thereof upon the statement that the original

certificates, viz:—

Scrip No. 69 Nos. 17826/17850 25 Shares

in the name of George Hutton

Potts.

Scrip No. 379 Nos. 36380/36429 50 Shares

in the name of Catchick Paul

Chater.

Scrip No. 380 Nos. 36430/36479 50 Shares

in the name of Catchick Paul

Chater.

Scrip No. 550 Nos. 44759/44783 25 Shares

in the name of George Hutton

Potts.

Scrip No. 873 Nos. 5411/5475 50 Shares

in the name of Solomon Sassoon

Benjamin.

300 Shares

have been lost or destroyed. Notice is hereby

given that if within thirty days from the First

June instant, no claim of representation in

respect of such original certificates is made to

the General Managers they will then proceed to

deal with such application for duplicates.

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 10th June, 1904. [1469]

SHAMEN (Canton) MUNICIPAL LOAN

1904.

\$15,000 in 150 Debentures of

\$100, each, bearing

interest at 6% per annum, payable half-yearly.

The Debentures are redeemable at earliest in

3, at latest in 10 years.

Applications for allotment may be made to

"THE HONGKONG & SHANGHAI

BANKING CORPORATION,

Hongkong; or to

C. LAURENTZ,

Hon. Treasurer, Canton.

Hongkong, 24th June, 1904. [1567]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS

AND

GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

No. 12, Pottinger Street, Hongkong.

Agencies:—

CHEE CHEONG, Dealer in Human Hair.

SHUN LOONG, Preserved Ginger Factory.

CHOW LEUNG YEK, Fire Cracker Factory.

Hongkong, 1st June, 1904. [1567]

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900.

THE LOSS OF H.M.S. "SPARROW-
HAWK."The N.C. Daily News of the 20th inst. con-
tains the following details of this disaster:—H.M. torpedo-boat-destroyer *Fame* arrived
here on Saturday afternoon with the news that
the destroyer *Sparrowhawk* had struck a rock
near the Suddles and had sunk. The *Fame*
made the run from the Suddles to Shanghai in
three hours, or at the rate of more than 25
miles per hour. From information courteously
furnished to our representative by the officers
of the *Fame*, we learn that during Friday
night the *Sparrowhawk* struck an uncharted
rock to the north-east of Chesney Island. The
chart shows a depth of 8 fathoms of water
where the *Sparrowhawk* struck, but it is said
that the rock is awash at low water, spring
tides. H.M. battleship *Gloria* and the
torpedo-boat-destroyer *Fame* stood by the
Sparrowhawk and the officers and crews
worked hard all night under the superintendence
of the flag-captain, Captain Hon. W. G.
Stopford, with the result that the *Sparrowhawk*
was towed off early on Saturday morning. She
was brought alongside the *Gloria* and a collision
mat fixed underneath her, covering the rent
made by the rock, but at 7 a.m. she commenced
to settle down, and at 7 a.m. sank in 8 fathoms
of water. She struck a pinnacle rock, which
pierced her plating just abaft the third funnel.
Fortunately only the forward funnels were
alight; had all her funnels been at work it is
probable that the vessel would have been blown
to pieces. As it was, no lives were lost and all
her guns, torpedoes, loose gear and ammunition
were saved. It is supposed that the engine
room-bulkhead gave way after the *Sparrowhawk*
was towed off and the vessel snapped between
the third and fourth funnels.Chesney Island is off the north end of Raffles,
one of the Parker group, bearing about 12 miles
west from the South Saddle Island, and rocks
and islets extend two miles further northward.
It is worthy of note that in 1872 the *Towbridge*
was said to have struck a rock 24 miles north-
ward of Chesney Island, but Captain Andersen
of the C.I. revenue cruiser *Kendrick*, reported
that such a rock did not exist. H.M.S. *Maggie*
remained at anchor near the reported position
of *Towbridge* Rock during two spring tides, but
no indication of a rock or shoal was seen.

SHARE REPORT.

Messrs. Erich George & Co., in their Weekly
Share List dated Saturday, 25th June, say:
A fair miscellaneous business has been trans-
acted during the week under review, the principal
feature being a further phenomenal rise in
China Sugar shares. The sterling demand
rate on London is 9 15-16d, while the rates
on Shanghai close at Tls. 7 1/2 for a T/T, and
Tls. 7 1/2 to Tls. 7 3/4 for a three days' sight
private bill. Barsilver in London is quoted
25 15-16d, and Consols £90.BANK SHARES.—Hongkong and Shanghai
changed hands in moderate quantities at \$60,
and have further sellers, the London rate, after
dropping to 49 10s. 0d., is quoted again at 49 1/2.
Nationals have been done at \$38 and continue in
request; this Company notices that the certi-
ficates for 50 shares Nos. 48,326 to 48,374, stand-
ing in the name of Ma Mai Kee, alias Ma Mai
Suk of Shanghai has been lost, and that unless
produced before the 24th proximo, a duplicate
will be issued, the original being thereafter held
as null and void.MARINE INSURANCE SHARES.—Unions
found buyers at \$540 and \$545, while Traders
are in demand at \$62, after sales at that rate.
North China have again been fixed at Tls. 6 1/2.
Yankees are quoted \$130, and a small lot of
Nationals have been done at \$38 and continue in
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Suk of Shanghai has been lost, and that unless
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as null and void.FIRE INSURANCE SHARES.—Hongkongs have
hardened, selling at \$310, at which rate more
shares can be placed. Chinas are firm at \$87.SHIPPING SHARES.—Hongkong Canton and
Macao Steamboats dropped to \$29 by the sale of
a large line, but no more shares are obtainable
at that figure; there are however a few shares
on the market at \$29. Indo-Chinas have im-
proved again, selling up to \$119 cash, but closing
with sellers at that rate and buyers at \$118;
time business has been done at erratic rates, the
highest price paid for 31st December delivery
being \$124. The Shanghai rate is Tls. 85 to Tls.
86, while the London rate is unchanged. China
and Manilas, as well as Dongkongs, are un-
changed. Star Ferries (old) are improved for at
\$33, while the new issue sold and can be placed
at \$24. Shell Transports, which advanced in
London to 2 1/2 0d., have received some little
attention, selling up to 2 1/4 0d., at which rate
the market closes strong with buyers.REFINERIES.—China Sugars experienced a
sharp improvement: up to \$181 cash has been
paid and the market closes strong; on time
business has been done at erratic rates, the
highest price paid for 31st December delivery
being \$184. The Shanghai rate is Tls. 85 to Tls.
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attention, selling up to 2 1/4 0d., at which rate
the market closes strong with buyers.MINING SHARES.—Punjons are unchanged.
Owing to the small attendance at the last Pun-
jun meeting, the board has thought it expedient
to issue a circular to shareholders, inviting
their opinion on the following 2 reconstruction
schemes of which Scheme A is favoured by the
directors, and Scheme B by the preference
shareholders. Scheme A: Capital of new
Company, to be called the "North Punjun Min-
ing Company, Limited" \$400,000, divided into
100,000 shares of \$4 each, of which 60,000 shares
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100,000 shares of \$4 each, of which 60,000 shares
to be awarded to the existing shareholders for
present fully paid up scrip in the old Company.81 to be considered as paid up, and the balance
to be called as follows: \$1 per share on allotment,
50 cents payable on 15th December 1904, 50
cents on 15th June, 1905, leaving \$1 to be
paid when and how required; 7,500 shares
to be allotted to preference shareholders in the
proportion of 1 fully paid up share of the value
of \$4 in exchange for 4 shares of the existing
preference shares; 32,500 shares to be
offered to the public at par, but the
issue to be under the control of the
board, who may allot or otherwise dispose of
the same to such persons on such terms and
conditions and at such times as the board
may think fit. Scheme B: Capital \$400,000 in
32,500 ordinary shares of \$4 each to be offered
in the same manner as in scheme A, viz. 60,000
and 32,500 ordinary shares, and 30,000 pre-
ferred shares of \$1 each fully paid up to be
handed to the old preference shareholders in ex-
change for old scrip.Charterhouses are firmer and can be placed
at \$500. Ranks have reached to \$62, sellers.
DOCKS, WHARVES, AND GODOWNS.—Hong-
kong and Whampoa Dock Company's Shares
have changed hands and are wanted at \$213.
Hongkong and Kowloon Wharf and Godown
Company's Shares sold at \$108 and \$108 1/2,
and have buyers at latter figure. New
Amoy Docks are unchanged. Furnaces are
quoted in Shanghai Tls. 155 to Tls.
156; there are local buyers at the higher
rate. Shanghai and Hongkong Wharves are
quoted Tls. 150 to Tls. 151 in Shanghai.LANDS, HOTELS, AND BUILDINGS.—Hong-
kong Land Investment and Agency Company's
shares sold at \$158 and \$158 1/2, and have buyers
at the lower figure. Kowloon Lands are quoted
after at \$37. West Points have been fixed
at \$80 and are wanted. Hongkong Hotels are
quiet with sellers at \$137. Humphreys' Estates
and Finance Company's shares sold at \$122, at
which figure a few shares are on offer; the new
issue is also obtainable at \$42. Shanghai Lands
have local buyers at Tls. 111.CORRUM MILLS.—Unchanged and without
business.MISCELLANEOUS.—Green Island Cements
fetched \$29 to \$29 1/2 and can be placed at latter
rate. China Borneo have been done at \$94 and \$94
and have further buyers. A. S. Watsons are in
good demand at \$119. Old Electrics sold at
\$14, while the new ones fetched \$7 and \$7 1/2,
closing with buyers. Tramways are wanted at
\$280, while Steam Waterboats have advanced
to \$173 buyers. Dairy Farms are in demand at
\$17. Ordinary United Asbestos sold at \$10
and have buyers. Tobaccos can be placed at \$9
and have buyers. China Providents fetched \$92,
and Watkins have been done at \$72, closing with
a small lot. Wm. Perrells fetched \$101 1/2.
Langkats have sellers at Tls. 302; the follow-
ing telegraphic information, dated 16th instant,
has been received from the manager in Langkat:
"Daily aggregate output of crude petroleum
62,000 gallons; crude petroleum in tanks
at date 110,000 gallons; kerosene made
since the date of the preceding half-monthly
telegram 64,000 cases; kerosene shipped since
70,000 cases; and kerosene in stock at refinery
at date

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKEING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"MOYUNE"	On 27th June.
GLASGOW and LIVERPOOL...	"OANFA"	On 11th July.
GLASGOW and LIVERPOOL...	"SARPEDON"	On 15th July.
GLASGOW and LIVERPOOL...	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL...	"AJAX"	On 29th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"YANGTZE"	On 5th July.
GENOA, MARSEILLES and LIVERPOOL	"DIOMED"	On 15th July.
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM and ANTWERP	"KEEMUN"	On 2nd August.
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 14th July.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th June, 1904.

[16-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"KAIFONG"	On 27th June, 4 P.M.
SHANGHAI	"HUPEH"	On 27th June, 4 P.M.
SHANGHAI	"LINAN"	On 28th June, 4 P.M.
MANILA	"TAMING"	On 29th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 5th July.
SWATOW, CHEFOO and TIENTSIN	"CHIHLE"	On 6th July.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th June, 1904.

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JAVA-CHINA-JAPAN LIJN, REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TUPANAS.	JAPAN	First half of July	JAVA PORTS	First half of July
TJILATJAP.	JAVA PORTS	First half of July	SHANGHAI & JAPAN	First half of July
TJIMAH.	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

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THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship
"BENGAL,"
Captain G. Phillips, carrying His
Majesty's Mails, will be despatched from this
for Bombay, etc., on SATURDAY, the 2nd
JULY, at NOON, taking passengers and
cargo for the above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the Mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Oriental," due
in London on the 15th August.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.

For further particulars, apply to

E. A. LEWETT,

Superintendent.

Hongkong, 26th June, 1904.

STEAMSHIP SERVICE TO NEW YORK

VIA SUEZ CANAL

(With liberty to call at Philippine Ports.)

THE Steamship

"SCHUYLKILL"

will be despatched on the 10th July, instead of

as previously notified.

For Freight or further information, apply to

STANDARD OIL COMPANY

OF NEW YORK,

Oriental Freight Department.

Hongkong, 25th June, 1904.

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REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).
PROPOSED SAILINGS FROM HONGKONG.
1904.
"RICHMOND CASTLE" ... About 31st July.
"ST. PILLANS" ... 10th July.
"LOWTHER CASTLE" ... 31st July.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 27th June, 1904. [877]

THE EAST ASIATIC COMPANY,
LIMITED

FOR MARSEILLES, HAVRE AND
COPENHAGEN.

THE Danish Steamer

"PRINSESS MARIE,"

Captain Berntzen, will leave for the above

ports on WEDNESDAY, the 6th July.

For Freight or Passage, apply to

MELCHERS & CO.,
Agents.

Hongkong, 17th June, 1904. [144]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week

days, at 7.30 A.M.; on Excursion

Sundays, at 8.30 A.M.; from Macao week days

at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin

and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class

Single Ticket \$2. Return Ticket \$3. Return

Ticket including Tiffin and Dinner either on

board or at Macao Hotel \$5. On Sundays \$5

extra will be charged for each Cabin which has

accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok

Street.

The Steamer runs an Excursion Trip Every

Sunday, and takes only 34 hours to reach Macao.

MING ON & CO.,

2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week

days, at 7.30 A.M.; on Excursion

Sundays, at 8.30 A.M.; from Macao week days

at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin

and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class

Single Ticket \$2. Return Ticket \$3. Return

Ticket including Tiffin and Dinner either on

board or at Macao Hotel \$5. On Sundays \$5

extra will be charged for each Cabin which has

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FARE—(week days) 1st Class (including cabin

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2nd Class \$1. 3rd Class 50 cents.

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Single Ticket \$2. Return Ticket \$3. Return

Ticket including Tiffin and Dinner either on

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2nd Class \$1. 3rd Class 50 cents.

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Single Ticket \$2. Return Ticket \$3. Return

Ticket including Tiffin and Dinner either on

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accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok

Street.

The Steamer runs an Excursion Trip Every

Sunday, and takes only 34 hours to reach Macao.

MING ON & CO.,

2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

HONGKONG-MACAO LINE.

NOTICES TO CONSIGNEES JAVA-CHINA-JAPAN LIJN.

FROM YOKOHAMA, KOBE AND MOJI.
THE J. C. J. Lijn Steamship

"TJIMAH,"
Captain von Wyk Zurriane, having arrived

from the above ports Consignees of Cargo are

herby informed that their Goods are being

landed at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, at Kowloon.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 1st of July, will be sub-

ject to rent.

All Claims for damage must be sent in before

the 30th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

The steamer will be despatched for Batavia,

Samarang, Soerabaya and Meneass on the 28th

of June.

Head Agency of the

JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings.

Hongkong, 2nd June, 1904. [1569]

OCEAN STEAMSHIP COMPANY,
LIMITED.

CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KEEMUN,"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will be at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 23rd inst.

Optional cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined at 11 A.M. on the 23rd inst.

No Claims will be admitted after the Goods

have left the Godowns and all Goods remain-

ing undelivered after the 28th inst., will be

subject to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the

30th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 21st June, 1904. [16-11]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"

OF THE NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, where

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 10 A.M.

on Monday, the 22nd inst.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 28th instant, will be

subject to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on Wednesday, the 29th instant, at

9.30 A.M.

All Claims must reach us before the 3rd of

July, or they will not be recognised.

No Fire Insurance will be effected.

